

Free Port.

Absolute unanimity upon any subject would be incompatible with human nature. The best of schemes will find objectors. The greatest good will meet with carping fault-finders. But we must confess surprise that a greater degree of unanimity upon the subject of a free port does not exist in this community. So obvious and transcendent are the advantages which must accrue to Victoria under such an arrangement that one would naturally expect the greatest enthusiasm to exist in regard thereto. Nor would the advantages of a free port on the seaboard be merely local. It should be kept in view that a free port here under Confederation would be a very different affair from a former free port of a former isolated and comparatively insignificant colony. When this shall have become the great seaport of the Dominion on the Pacific, attracting trade and population for the whole, it will be the interest of the whole that the ports of Victoria should be thrown wide open for the ships of the world to enter free as the wind that fills their canvas. Commerce should not be met on the very threshold with either tax or red tape. Upon a subject which has already occupied so much space in our columns we cannot do better than give an extract from a leading article in the *Ottawa Times*, the principal organ of the Dominion Government, and, therefore, entitled to great attention:

"The 'free port' system has been tried at what we may call the two extremities of Canada—Gaspé and Sault Ste. Marie—and abandoned after a few years' experience. It may be considered, perhaps, for this reason, that Canada has convinced itself that the free port system is a failure, and would not feel disposed to recommend it to a sister colony. But the circumstances are entirely dissimilar—the objects aimed at in the case of Victoria being totally different from those sought at Gaspé and Sault Ste. Marie. With the latter, the object was to promote local settlement, and the remission of Customs duties was offered as an equivalent for certain disadvantages under which the settlers within the limits of these free ports were presumed to labor, as compared with the rest of the community. The experiment did not succeed, because the extent of the business transacted within the limits of these ports did not provoke a competition among dealers, sufficient to give the consumer the benefit which the Government intended to confer upon him. The few traders pocketed the profit, smuggling was encouraged to a considerable extent, and, altogether, the system was wisely abandoned.

With regard to the position of Victoria the case is entirely different. The primary object to be held in view with reference to this port—not only as regards the interests of the little island of Vancouver, but as it affects the whole future of British America, and even the commerce of the Empire—is, that its geographical position and natural advantages point it out as the future centre of the trade of the North Pacific. Victoria is destined, under ordinary prudent management, to become the rival of San Francisco. The foremost minds in Britain have been accustomed to regard it as in the inevitable future, that England's trade with India and China must be carried on through British North America, and the port of Victoria stands undisputedly as the point of concentration on the Pacific coast, for that immense trade which is yet open to a degree of development to which no one would be fool-hardy enough to estimate. Through this country—doubtless by the valley of our own noble Ottawa, joining with the St. Lawrence and Atlantic—will yet be found the true 'North-West passage' for British trade to and from the Pacific; and nothing would appear to be more advantageous as a Colonial policy on the part of Vancouver Island, as well as in the general interest of British America, than the maintenance and permanent establishment of a free port at Victoria. Unless permanently established, and the whole policy of the country shaped with especial regard to its continuance, it is not to be anticipated that any very great results would follow from it except as it might affect the settlement of the island, nor can its full advantages be reaped until through communication is established from the Pacific to the Atlantic coast, upon British territory; but already Vancouver has one attraction for the commerce of the world, in its ability to furnish ship-building, timber as a return cargo.

This question, in its local influence, is one with which it might justly be assumed that Canadians had comparatively little concern. But while we believe in the local advantages to be undoubtedly, we recognize the general influence on the future trade of Britain and the British American Colonies, to agree that it is with peculiar interest for us at the present time. While Great Britain has been for years breaking down the barriers of the exclusive legislation had placed in the way of trade, when her colonies have given no mistake signs of a disposition to follow her example, we see our powerful neighbors to the South of us heaping restriction after restriction upon our terms of intercourse with them, and carrying out a policy of commercial exclusiveness which compels us, in self-defence, to seek for other channels of trade.

Any efforts, therefore, directed towards the development of trade at the British American ports on the Pacific, cannot but be of the very greatest advantage to us, as tending to hasten the establishment of communication between the Atlantic and the Pacific oceans—through British America, and providing thereby the chief thing wanting to promote the colonization of the great North-West Territory, in the settlement of which Canada and the Atlantic Colonies have an interest no less great than have the New England States and the City of New York in the prosperity of the Western States of the Republic. This assertion needs no argument to sustain it."

In writing upon this subject during the past twelve months we have ever maintained that, so far from being met in a spirit of jealousy, Canada would at once see in the scheme general advantage. It will at once be seen from the extract which we have given that we did not miscalculate the intelligence of the Canadian mind

in regard to this subject. Now, the question is, What is to be done about this matter? British Columbia is called upon just now to state the terms upon which it is willing to enter the Dominion. Shall power to the local Legislature to establish a free port be one of them? There is no reason whatever for supposing that the Dominion Government would demur to such a condition. Our own Governor does not believe in free ports; but, with every respect to his opinions, we may be permitted to think the commercial men of the Colony the best judges. His Excellency may be perfectly correct in his disbelief in the general principle; yet we may be equally correct in regarding this as an exceptional case. It will have been seen from the above extract that Canada has seen failure in two attempts of the kind in her own territory; and yet she recognizes the elements of success in our case. After all it is not so much what His Excellency's personal opinions, formed under circumstances essentially dissimilar, may be; but what do the people want? If the people only speak out with sufficient distinctness and unanimity in favor of a free port the Governor will not permit his own opinions to interpose. It is the seeming indifference and want of unanimity that is in the way of obtaining what would indeed make Victoria the San Francisco of the British American Empire. Let our people be wise; and let them be wise in time. We shall take occasion in a future article to explain how we think a free port can be maintained without injury to the agricultural and industrial interests.

A New Reading of an Old Rhyme.

EDITOR BRITISH COLONIST.—Will you permit a school girl to correct your quotation of the nursery rhyme about the egg? You say:

"Humpty-Dumpty on a wall;
Humpty-Dumpty had a great fall;
And all the King's horses and all the King's men
Could not put Humpty-Dumpty together again!"

The way I was taught to say it is this:

"Humpty-Dumpty sat on a wall;
Humpty-Dumpty had a great fall;
And all the King's horses and all the King's men
Could not put poor Humpty-Dumpty together again."

Yours truly, Amy.

The Concert.

The pecuniary results of the concert last evening must have been gratifying to the Trustees of St. Paul's, while the artistic merits were in the highest degree satisfactory to all who enjoyed the pleasure of listening to it. The entertainment opened with a pianoforte duet by Miss Needham and Miss Pitts, and was followed by a vocal trio from Mr. Bushby, Mrs. Rhodes and Miss Needham. The 'Song of Love' was sung by Miss Needham—accompanied by Miss Pitts on the pianoforte and Mr. Bushby on the violin—with much sweetness, and was enthusiastically encored. A pianoforte solo by Miss Pitts was performed with exquisite taste, won immense applause and was repeated. Mrs. Kent, accompanied by Mrs. Powell, sang 'Native Scenes' most sweetly and was encored. One of the finest vocal efforts of the evening was Mr. Bushby's 'La Chemin de Paradis,' which he sang in a full, rich tenor. The vocal duet by Mrs. and Miss Rhodes was delightfully rendered and a repetition was demanded and accorded.

In the second part Miss Palmer, won an enthusiastic and deserved encore in 'Sweetly o'er my Senses Stesling.' Mrs. Powell sang 'Benedict,' from Verdi, and a repetition being insisted on, favored the audience with a ballad. The pianoforte solo by Mrs. Blum was the best performed instrumental piece of the evening. In the duet, 'Take thy Banner,' Chief Justice Begbie's bass and Mr. Bushby's tenor were enthusiastically encored. Miss Needham, in her clear soprano, sang 'Home, Sweet Home,' in a charming and tasteful manner; and when, in response to a rapturous call, she again appeared and sang 'The Englishman,' cheer after cheer arose and the audience were not even content when she came forward and sang a third time. Miss Needham will not again sing in public before taking her departure. The 'Lonely Bird,' a duet, was charmingly sung by Mrs. Powell and Miss Branks, and, upon unanimous demand of the audience, was repeated. The National Anthem closed the performance. The solos, duets and trios, it may be proper to remark, were well delivered, but the choruses, with the exception of 'The Gipsy,' were feeble. The entertainment was under the able direction of Mr. J. J. Austin.

THE GRAVING DOCK.—The apparent necessity which exists for HMS Charybdis to go to San Francisco for repairs furnishes another weighty reason in favor of the construction of a graving dock at Esquimalt.

FROM PUGET SOUND.—The steamer *Eliza Anderson* arrived from ports on Puget Sound yesterday morning, bringing a few passengers and considerable freight.

FOR THE WEST COAST.—The sloop *Thorn* will sail to-day for the West Coast. Mr. Guilford, of the Anglican Mission, will go in as passenger.

The work of rebuilding the telegraph line between Portland and Victoria has commenced. The gang of constructors are working north from Portland.

It has been definitely settled that the terminus of the Northern Pacific Railway shall be at Portland, Oregon, instead of at Seattle, Washington Territory.

The new opposition steamer *Coma*, now building on Puget Sound, is intended as an opposition boat to Victoria.

To-day being Ash-Wednesday, the Court of Revision has put off its meeting until Thursday at 11 a.m.

RUNAWAY.—Stokes' buggy was smashed yesterday. His horses took fright on Government street and bolted.

The *BATES COMPANY* will open at the Theatre on Saturday next, 5th inst.

The *California* will sail to-morrow evening from Portland for Victoria.

SALOMAN, the new Governor of Washington Territory, is a Jew.

New Advertisements.

ALHAMBRA THEATRE.

LESSEE,.....MR. FRANK RICHARDS

Great Success of

LOUISE ARNOT

AND HER COMPANY OF

BURLESQUE ARTISTES!

New Songs! New Dances!

Wednesday Evening, March 2nd,

COMIC DRAMA

IN AND OUT OF PLACE.

LOUISE ARNOT in six different Characters.

MR. ELLERTON.....New Comic Song

NORMA TRAVESTIE.

Further particulars will appear in the bills.

ADMISSION, 50 Cents; Reserved Seats, \$1. mar2

THEATRE ROYAL.

LESSEE & MANAGER.....Mr. F. M. BATES

MACHINIST.....Mr. RIBBINSON

SCENIC ARTIST.....Mr. BESTON

Saturday Evening, March 5th,

THE BATES TROUPE.

Will open on the above evening with the following Talent:

MISS JENNIE MANDEVILLE,

MISS ALICIA MANDEVILLE,

MRS. COX,

MRS. F. M. BATES,

MR. F. M. BATES,

MR. VINNOR,

MR. BARRY,

MR. MELVILLE,

MR. NOBLES,

MR. THORNTON,

MR. GRAHAM,

MR. CLINTON,

MR. GRAVES,

MR. WATSON.

mar2

The ADELPHI SALOON

The Oldest and Best in

VICTORIA.

HAS JUST BEEN REFITTED IN THE

most liberal manner in future.

OYSTERS, CHICKENS, TURKIES, &c.

Served Free of Charge, Every Day

From 11 a.m. to 3 p.m.

The Best of WINES & LIQUORS at

the Bar.

Three Fine BILLIARD TABLES in the

Room. mar2

F. DALLY

Dealers to Inform the Inhabitants of Victoria and its

vicinity, that he has returned from the Upper

Country with a Choice Collection of

New Photographic Views

OF

Mountain Scenery and other highly In-

teresting Subjects.

CARTES DE VISITE,

GROUPS,

And Views taken with the greatest care and in the best

style of Photographic Art, and warranted to give satis-

faction.

The Gallery is situated on Fort street

VICTORIA, B. C. fe18 2m

L. & J. Boscowitz.

YATES ST., VICTORIA, V. I.

PAY THE HIGHEST CASH PRICES

for

FURS AND HIDES.

fe27 2m

COURT OF REVISION

NOTICE IS HEREBY GIVEN THAT

the second sitting of the Court of Revision will

be held on Monday the 24th inst. at 11 o'clock in the

forenoon.

And notice is further given to all appellants against

the Assessments of the Municipal Town Council, that

they must appear in person, or by agent, before the

Court to prosecute their appeals. In default of appear-

ance they will be liable to have the appeal struck out.

By order, WM. T. LEIGH, Jn.,

Victoria, B. C. Feb. 9th, 1870. fe27

Barnard's Express

FOR CARGO AND WARE STATIONS

will be dispatched from this office on WEDNESDAY,

24 March, and will close on that day at 8:30 a.m., carry-

ing 12 H. Mails, Passengers and Freight.

Victoria, Feb. 26, 1870. F. J. BARNARD. fe27

OREGON PRODUCE.

California.

1015 SACKS BRAN,

513 do CROPPED FRED,

Fresh from the Mills.

For Sale to the Trade Cheap, by

J. ROBERTSON STEWART.

Victoria, Feb. 26, 1870. fe26 1m

FRED'K. REYNOLDS,

FAMILY

BUTCHER

WHOLESALE & RETAIL DEALER IN

Meats and Vegetables,

PURVEYOR BY APPOINTMENT TO

HER MAJESTY'S ROYAL NAVY.

THE BEST ASSORTMENT OF ISLAND

and Mainland BEEF and MUTTON constantly on

hand.

Hotels, Restaurants and Families supplied at short

notice, and Meats delivered FREE OF CHARGE to any part

of the City or Suburbs with accuracy and dispatch.

Ships and Steamers supplied by contract at LOW

prices.

LONDON MARKET.

ARTHUR FELLOWS,

Commission Buyer and Ship-

ping Agent,

3 & 5, MONT STREET, SAN FRANCISCO.

PURCHASES AT AUCTION AND PRI-

rate sales. Great particular attention to the pur-

chase and shipping of goods in Bond.

Orders may be left with

LUMLEY FRANKLIN, Auctioneer,

Victoria. fe18 6m

NOTICE

FROM AND AFTER THIS DATE I

will only accept COIN for DEBTS as well as other

payments to be made to me.

JASO

LO. LOWENBERG.

New Advertisements.

PEACE RIVER MINES.

ON THE OPENING OF NAVIGATION

BARNARD'S BRITISH COLUMBIA

EXPRESS

Will extend its operations to the newly discovered

mines in the Omineca country.

Regular messengers will be placed on the

route, who will visit the various mining camps

and undertake transactions in every department

of the Express business.

Parties wishing to have their letters forwarded

will please register their names at any of

Barnard's Offices in British Columbia and of

Wells, Fargo & Co., in California.

F. J. BARNARD

fe22d&w

JUST RECEIVED: AT

BEST ASSORTMENT FROM ALL PARTS OF

THE WORLD.

NOLTEMEIER BROS.,

Boot and Shoe Dealers

HAVE THE BEST SE-

lected stock of BOOTS and SHOES

ever brought to this Coast, which

they offer

VERY LOW FOR CASH

People need not have wet or cold feet this winter

Come and see for yourself!

Government Street next to the St. Nicholas

Hotel. fe18 1y

Barnard's Express

LINE STAGES

ON THE OPENING OF NAVIGATION.

The stages of this line will be placed on the road

and leave

Yale for Soda Creek

On Mondays Wednesdays and Fridays,

Carrying Her Majesty's Mail, Barnard's Express and

Passengers, connecting at Soda Creek with the

Steamer Victoria

For Quenelle and Cottonwood Canon, which in turn

connects with the

Steamer Enterprise,

Thence to Fort George, making the trip from Yale to

Fort George in 8 Days.

Through Fare [including First Class

Passage on Steamers] Victoria to

Fort George, \$56 00.

Stages will leave Quenelle every Friday Evening for

Barkerville.

Fast Freight contracted for.

Ticket Office, Yates Street.

Victoria, B. C. Feb. 16, 1870 F. J. BARNARD. fe22d&w

FOR SALE:

AT THE

CLINTON MILLS,

200 Tons Extra Flour:

—ALSO—

40 PACK MULES

WITH APARAJOS.

CLINTON, B. C. Jan. 24th, 1870. JEROME HARPER. fe4 2m&w

NOTICE.

ALL PERSONS HAVING CLAIMS

against the late firm of MOULKARN & FRANKLIN

are requested to hand in the same before the 1st day of

March, and all persons indebted to the said firm are re-

quested to settle their accounts forthwith.

J. L. FRANKLIN.

New Westminster, Feb. 16, 1870

Saddlers and Harness
MAKERS,
Fort Street, Victoria,
ARE NOW PREPARED TO SUPPLY
Common Trunks, to the Trade, at \$8 60 to \$8 per
doz, both qualities guaranteed superior to any yet
manufactured. Likewise everything in their line 10 per
cent cheaper and 50 per cent better than any other house.
1624 2w.

